

TENNESSEE DEPARTMENT OF TRANSPORTATION

PUBLIC MEETING

December 06, 2016



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Tennessee Department of Transportation
State Route 115 (Alcoa Highway)
Corridor Improvement Project
From Woodson Drive to Cherokee Trail Interchange
Knoxville, Knox County

December 6, 2016
5:00 p.m.

Sevier Heights Baptist Church (North Campus)
2939 Alcoa Highway
Knoxville, Tennessee 37920

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MR. NAGI: Good evening, everyone.

Thank you very much for coming out and joining us tonight. We understand that everybody has a lot of things going on in their lives and you're very busy and you took the time to join us tonight. We really do appreciate that.

My name is Mark Nagi. I'm the Community Relations Officer for Tennessee's Department of Transportation here in Knoxville and East Tennessee in what we call Region 1. We're here tonight at Sevier Heights Baptist Church to gather public input on the proposed widening of State Road 115/US 129/Alcoa Highway from Woodson Drive to Cherokee Trail Interchange.

Joining us tonight from the Tennessee Department of Transportation are TDOT Regional Director and Assistant Chief Engineer Steve Borden, TDOT Director of Operations Amanda Snowden, TDOT Operations Engineer Kristin Qualls.

From TDOT's Project Management Design Division, Christie Brown, Eric Wilson, Stacy Weaver, Jay Morgan, Stephanie Wallis, Kaite Baer, Jen Pollard, Jeremy Mefford, Jordan Livesay, Zac Bailey,

1	Dave Jordan, Mark Parrish, and Suzanne Thomson.	17:30:09
2	From TDOT's Project Management	17:30:14
3	Right-of-Way Division are Amber Warren, Sheena	17:30:14
4	Foster, Cory Sharrock, Jimmy McSpadden, Phil	17:30:17
5	Addison, Caleb Underwood, Tina Newman, and Steve	17:30:19
6	Head.	17:30:25
7	From TDOT's Project Development	17:30:26
8	Technical Teams are John Barrett and Gaylon Hill.	17:30:27
9	From TDOT Consultant Robert Campbell &	17:30:32
10	Associates are Robert Campbell, Jason Silvering,	17:30:34
11	Greg Green, and Kyle Horner.	17:30:36
12	Coming up in just a couple minutes, we	17:30:39
13	will have a short presentation. Following the	17:30:41
14	presentation, we will have TDOT representatives	17:30:43
15	available throughout the room to answer any	17:30:45
16	questions that you might have about this project.	17:30:47
17	Once again, this is a TDOT Design Public	17:30:50
18	Meeting, which means you have a few different ways	17:30:53
19	to get your comments on the record, if that's	17:30:56
20	something you would like to do. We have a court	17:30:58
21	reporter present at the front of the room. She's	17:30:59
22	going to be recording all public comments that are	17:31:02
23	made at this meeting. She is also available	17:31:04
24	following the public question-and-answer session to	17:31:08
25	take down your comments on a one-on-one basis, if	17:31:09

1	that is something that you would prefer.	17:31:13
2	Also, when you walked in, there were	17:31:15
3	comment cards and pens up front. You can write down	17:31:16
4	your comments and hand those back to us tonight.	17:31:19
5	Or, if you want to take those home and take your	17:31:21
6	time, you can send them back to us. You have 21	17:31:25
7	days from today to do that if you do choose to mail	17:31:27
8	them back to us.	17:31:31
9	In addition, following the presentation,	17:31:32
10	we will have a short public question-and-answer	17:31:33
11	session if you have any general questions about the	17:31:37
12	project. If you have questions about the	17:31:40
13	right-of-way aspect, the design aspect, those can be	17:31:41
14	answered on a one-on-one basis; but once again, we	17:31:45
15	will have the opportunity for you to make a comment,	17:31:48
16	have a public question in the public	17:31:50
17	question-and-answer session, if you choose to do	17:31:53
18	that.	17:31:55
19	Before we go any further, I will ask if	17:31:55
20	there are any members of the media in attendance	17:31:55
21	tonight?	17:31:58
22	Okay. Are there any elected public	17:32:02
23	officials with us tonight?	17:32:05
24	Okay. With all that being said, I will	17:32:11
25	turn things over to TDOT's Eric Wilson who will have	17:32:14

1	tonight's presentation.	17:32:19
2	Eric?	17:32:20
3	MR. WILSON: Thank you, Mark.	17:32:21
4	As Mark said, my name is Eric Wilson. I	17:32:23
5	am one of the project managers here at the Knoxville	17:32:26
6	regional office for TDOT.	17:32:28
7	As he said, we're here tonight to	17:32:31
8	discuss the portion of the Alcoa Highway from	17:32:33
9	Woodson to Cherokee Trail.	17:32:35
10	Before I begin, I would like to	17:32:38
11	recognize some of our partners that have been very	17:32:39
12	key in developing these plans. First off, our	17:32:41
13	design consultants are Robert Campbell & Associates.	17:32:45
14	They have worked hard in developing these plans that	17:32:49
15	you're reviewing tonight, and we look forward to	17:32:52
16	working with them throughout the rest of the	17:32:56
17	development of this project.	17:32:57
18	I would also like to thank the	17:32:58
19	University of Tennessee, the Ag Campus, the Ag	17:33:00
20	College, Cherokee Farms, the Athletic Department,	17:33:01
21	and the UT Medical Center. They played a very big	17:33:06
22	part in the development of the interchange at	17:33:10
23	Cherokee Trail. They spent many hours with us	17:33:13
24	sharing their operations and their schedules to find	17:33:15
25	the best solution for all the parties involved.	17:33:18

1	Without their help, we would not have the plan we	17:33:20
2	have today; so I would like to thank them very much.	17:33:25
3	Before we go into the Woodson Drive to	17:33:29
4	Cherokee Trail section, I would like to just give	17:33:30
5	you a brief overview of all seven sections. As	17:33:33
6	you've seen coming in, we do have seven portions	17:33:36
7	that begin at the Cherokee Trail Interchange	17:33:37
8	actually to the Buck Horn's Ridge and proceeds down	17:33:40
9	into Blount County into the airport.	17:33:43
10	The first section is the one we're here	17:33:46
11	on tonight. As we proceed with this, this design	17:33:47
12	meeting, we'll continue developing the plans of it	17:33:51
13	and we do have right-of-way funding for 2017 for	17:33:54
14	this project. What that means is, when we have	17:33:56
15	plans developed, we can move into that right-of-way	17:33:59
16	acquisition phase. At this time, that should begin	17:34:01
17	about the summer of 2017.	17:34:03
18	The next section, the green section	17:34:06
19	here, is the portion that is under construction	17:34:10
20	right now. As you have seen driving in here, we're	17:34:13
21	very much going into the construction of that	17:34:14
22	project. We anticipate the project schedule for	17:34:17
23	that to take until late 2019. If you're looking at	17:34:20
24	the timeline, that is when you can look out for	17:34:25
25	that.	17:34:28

1	The next section is the final Knox	17:34:28
2	County portion of the widening improvements. That	17:34:30
3	goes from the Maloney Road Interchange to the	17:34:30
4	river -- the bridge over North Little River. That	17:34:36
5	section also have has right-of-way funding for 2017.	17:34:39
6	We anticipate having plans ready in the spring of	17:34:43
7	2017 so that right-of-way activities can begin.	17:34:46
8	Now I want to point out that we do have	17:34:49
9	plans for the two sections: the one that is under	17:34:51
10	construction, which would be on my right in the back	17:34:54
11	corner; and to my immediate right would be the plans	17:34:56
12	for the Little River to the Maloney Road section.	17:34:58
13	If you have questions about those specifics, there	17:35:01
14	will be time after this presentation to go and meet	17:35:04
15	with our staff.	17:35:07
16	At my left, it will be specifically for	17:35:08
17	this portion from Woodson to Cherokee.	17:35:11
18	We do have four sections in Blount	17:35:14
19	County. The section in red is section from	17:35:16
20	Singleton Station to the county line. This is also	17:35:17
21	a widening improvement. As we go forward in	17:35:23
22	developing plans, we do anticipate having a public	17:35:26
23	meeting sometime in the spring of next year for that	17:35:27
24	section as well as these two located sections.	17:35:30
25	If we can move on.	17:35:34

1	The orange and purple here are the two	17:35:35
2	Alcoa Highway sections and we will also be having a	17:35:39
3	design meeting for those two projects together. It	17:35:42
4	will be early spring of next year.	17:35:44
5	Then the final section is the portion	17:35:47
6	from the airport from Hunt Road/State Road 35 to the	17:35:49
7	Tyson Interchange. That portion, right now, we have	17:35:56
8	begun the right-of-way acquisition process for; so	17:35:58
9	we're moving forward with that.	17:36:01
10	Just kind of a brief overview. While we	17:36:02
11	have one section under construction, the	17:36:03
12	Department's goal is to have construction running	17:36:06
13	concurrently. While funding has not been identified	17:36:09
14	for construction yet -- as you may know, we fund all	17:36:13
15	of our projects in phases. When I talk about the	17:36:15
16	"right-of-way phase", that is the phase where we go	17:36:18
17	and buy and acquire the right-of-way. The actual	17:36:21
18	construction phase when we go out and actually build	17:36:24
19	the job is funded separately.	17:36:24
20	If you have further questions about	17:36:27
21	that, we'll be happy to answer those questions.	17:36:29
22	We'll be rolling into the specific project now.	17:36:32
23	This is the basic cross-section of the	17:36:40
24	project. As you see, it's similar to what is under	17:36:42
25	construction now. We have three lanes going in each	17:36:45

1	direction with a median concrete barrier.	17:36:49
2	There will be a greenway, a 12-foot	17:36:52
3	greenway, that will run through a portion of the	17:36:55
4	project and it will be divided by a concrete	17:36:57
5	barrier. If you think of the bridge over North	17:36:59
6	Little River, it will be very similar to that.	17:37:04
7	As I said, we have a concrete barrier	17:37:07
8	which will prevent left turns.	17:37:11
9	Next slide, please.	17:37:15
10	I want to take a run through of the job	17:37:17
11	and some of the improvements we're making. At the	17:37:20
12	beginning of the job, we have the Woodson Drive	17:37:23
13	intersection. We are proposing a roundabout at this	17:37:25
14	intersection to help take traffic that is utilizing	17:37:28
15	the service roads from going north from the Maloney	17:37:31
16	Road section of construction, and then the ramps	17:37:36
17	coming off of Alcoa Highway and off Alcoa Highway,	17:37:38
18	the roundabout will serve to allow the flow of that	17:37:43
19	traffic interchange.	17:37:47
20	I do want to point out that if you look	17:37:48
21	at the plans that are under construction right now,	17:37:48
22	we do show a stop condition from the service road	17:37:49
23	going north. As I said, we plan on, during the	17:37:52
24	construction phases of that, tying it in as we begin	17:37:56
25	construction on this portion. If that is built	17:38:00

1	before this is constructed, that will be a temporary	17:38:04
2	condition.	17:38:07
3	This next section shows the basic	17:38:12
4	six-lane typical. We do have this other greenway.	17:38:15
5	It does show the greenway -- actually, if you would	17:38:21
6	go back one slide, please.	17:38:25
7	I want to point out the greenway right	17:38:27
8	here. This is actually the portion that Knoxville	17:38:28
9	has built. We will pick it up just to the south of	17:38:33
10	the Marine base and carry it along here.	17:38:35
11	The road you see here is an entrance	17:38:37
12	that will allow access to the Marine base and the	17:38:40
13	golf course from the Cherokee Trail Interchange.	17:38:45
14	Next slide, please.	17:38:50
15	As we move further north, we're	17:38:52
16	approaching the interchange. That just shows the	17:38:54
17	beginning of the offramp to the interchange at	17:38:57
18	Cherokee Trail.	17:39:01
19	Now I know this is a lot to take in at	17:39:04
20	once. We do have some slides to kind of show you	17:39:07
21	the movements through this interchange. This gives	17:39:08
22	you an overview of the changes that will be made. I	17:39:10
23	will go ahead and talk about those movements in a	17:39:14
24	little bit, but this is just to kind of give you an	17:39:16
25	overview.	17:39:16

1	We do have the local traffic coming from	17:39:18
2	Cherokee Trail. It is now separated from the	17:39:20
3	traffic coming into the hospital. This allows for	17:39:24
4	better movements through that interchange and	17:39:28
5	improved conditions.	17:39:31
6	As you can see, we have also tied in the	17:39:32
7	Cherokee Farm development where right now you exit	17:39:32
8	off before, prior to getting to that interchange.	17:39:37
9	Next slide, please.	17:39:42
10	Moving further east, we are improving	17:39:45
11	further down Cherokee Trail to the back of the	17:39:48
12	medical center property. I do point out we have a	17:39:51
13	signal proposed at this interchange. This is the	17:39:57
14	offramp going from Maryville to Knoxville.	17:40:02
15	If you would go back just one more,	17:40:06
16	please.	17:40:08
17	Then we do have the ramps at -- both the	17:40:08
18	interchange ramps here because this is going into	17:40:10
19	the medical center.	17:40:12
20	This shows a little bit of improvements	17:40:19
21	to the medical center to enter into the hospital and	17:40:22
22	to the agriculture campus. As you see, we are	17:40:28
23	proposing a roundabout.	17:40:29
24	I will go through all of this in more	17:40:31
25	detail, but this is how you will access the hospital	17:40:32

1	and the ag campus.	17:40:36
2	We are going to play a little animation	17:40:41
3	here to kind of show how you what direction you're	17:40:42
4	coming and how you will access this interchange or	17:40:44
5	access either Knoxville or Maryville.	17:40:46
6	This first movement shows you coming	17:40:50
7	from Maryville going to the interchange and shows	17:40:51
8	you how you will access the different portions:	17:40:54
9	either Cherokee, the local traffic, the back of the	17:40:57
10	medical center into the medical center and the ag	17:41:02
11	campus itself.	17:41:05
12	Coming from Knoxville, you would take	17:41:07
13	this ramp to access the hospital and the local	17:41:09
14	traffic on Cherokee Trail. You can also access	17:41:13
15	Cherokee Farms.	17:41:16
16	As you leave the hospital going to	17:41:18
17	Knoxville, just go through the roundabout and get on	17:41:20
18	the ramp there.	17:41:22
19	Then from the back of the property and	17:41:26
20	from Cherokee Trail, it shows you how to access	17:41:28
21	Knoxville.	17:41:32
22	Then, from the hospital, how to access	17:41:34
23	south into Maryville.	17:41:37
24	Then, from local traffic on Cherokee	17:41:43
25	Trail in the back of the hospital going to	17:41:46

1	Maryville.	17:41:48
2	Just an overview of all approaches from	17:41:52
3	the Maryville going north. You will use the ramp	17:41:55
4	shown, access to interchange, the intersection at	17:41:59
5	the light. You make a left to go into the hospital	17:42:03
6	or the ag campus or a right on Cherokee Trail to the	17:42:07
7	back of the property.	17:42:11
8	Coming from Knoxville, you would take	17:42:15
9	the ramp going south. You can either take a right	17:42:17
10	to enter Cherokee Farms or a left to enter the	17:42:22
11	hospital, the ag campus, Cherokee Trail, and the	17:42:25
12	back of the property.	17:42:28
13	Coming from the hospital and the ag	17:42:30
14	campus, it shows you how you would route through the	17:42:33
15	interchange.	17:42:37
16	I do want to point out right here, this	17:42:42
17	is the local traffic coming from Cherokee Trail and	17:42:44
18	exiting the hospital. You will actually go	17:42:48
19	underneath. We're building a new bridge that you	17:42:54
20	will go underneath to access the road; so that is	17:42:55
21	where we're separating that traffic out with the	17:42:58
22	existing condition.	17:43:03
23	Okay. Just kind of showing you -- I've	17:43:06
24	kind of explained the schedules of kind of where	17:43:08
25	we're at. We talked about different phases that	17:43:11

1	TDOT uses to develop their project. Right now,	17:43:14
2	we're in the design phase. Then, with funding	17:43:17
3	available, we anticipate having plans ready in	17:43:24
4	summer of 2017 moving into the right-of-way process.	17:43:26
5	We do anticipate roughly 18 months to	17:43:31
6	acquire the necessary property. At that time, the	17:43:34
7	Department analyzes all of their projects in the	17:43:38
8	state on an annual basis to determine the three-year	17:43:42
9	plan; so as we develop the plans, we'll know at a	17:43:46
10	later date what year that project will be funded.	17:43:49
11	Just a summary of what I said earlier:	17:43:55
12	You have three ways to submit your comments: either	17:43:58
13	tonight orally with our court reporter, you can fill	17:44:03
14	out your comment cards, hand it to us here tonight,	17:44:06
15	or you can take it home and have 21 days to mail it	17:44:08
16	into us.	17:44:12
17	Here is my contact information as well	17:44:15
18	as our Project Development Director Danny Oliver.	17:44:17
19	If you have any questions about this project or the	17:44:21
20	one under construction or the one to the river, feel	17:44:25
21	free to call us.	17:44:29
22	I do have Christie Brown here tonight.	17:44:30
23	She is managing the projects in Blount County. You	17:44:33
24	can call me and I can get you to the right people.	17:44:37
25	Thank you. We will start the Q&A	17:44:41

1	session.	17:44:44
2	MR. NAGI: If anyone has a question --	17:44:46
3	okay. We have one right back here.	17:44:47
4	If you can, please say your name and	17:44:50
5	your address. That way, we'll have that on the	17:44:53
6	record.	17:44:55
7	Thank you.	17:44:55
8	MS. PIERCE: I'm Peggy Pierce at 2013	17:44:56
9	Kemper Lane in Knoxville, 37920.	17:44:59
10	I have a question about the hospital	17:45:03
11	interchange, if you could go back to that slide.	17:45:04
12	When you were showing the exit from the	17:45:14
13	hospital going south onto Alcoa Highway, if you	17:45:17
14	could show that one. That's the one I was...	17:45:22
15	MR. WILSON: Give us just a second to	17:45:26
16	put it up here.	17:45:35
17	MS. PIERCE: Okay. I think it's that	17:45:36
18	one. Yeah.	17:45:37
19	No. Back -- back to -- no. Well, that	17:45:38
20	one shows it, too.	17:45:43
21	Can you point out again where the	17:45:44
22	traffic lights are going to be because it looked to	17:45:46
23	me like there are several intersections that might	17:45:50
24	be potentially a problem.	17:45:56
25	MR. WILSON: So specifically exiting the	17:45:59

1	garages from the hospital?	17:46:01
2	MS. PIERCE: Yes, and trying to go south	17:46:03
3	on Alcoa Highway.	17:46:05
4	MR. WILSON: So you're at this point	17:46:07
5	here.	17:46:09
6	MS. PIERCE: Uh-huh.	17:46:09
7	MR. WILSON: You would -- this would	17:46:10
8	be -- it wouldn't have -- it wouldn't be signalized	17:46:10
9	or anything like that. You would go through the	17:46:11
10	roundabout that's there now --	17:46:14
11	MS. PIERCE: Um-hmm.	17:46:16
12	MR. WILSON: -- the new proposed	17:46:16
13	roundabout, and then there will be a signalized	17:46:18
14	intersection there and there.	17:46:19
15	MS. PIERCE: Okay.	17:46:19
16	MR. WILSON: So you'll take a right and	17:46:20
17	then a left.	17:46:21
18	MS. PIERCE: Okay. So there will a	17:46:22
19	complete traffic light, not just a caution light or	17:46:22
20	something like that.	17:46:28
21	MR. WILSON: Correct.	17:46:28
22	MS. PIERCE: Okay. Thank you.	17:46:30
23	MR. WILSON: You're welcome.	17:46:32
24	MR. NAGI: Again, please state your name	17:46:38
25	and address, please.	17:46:40

1	MR. HILL: Mark Hill at 3600 Montlake	17:46:42
2	Drive.	17:46:45
3	Have there been plans or something in	17:46:46
4	the plans for accessing the medical center via	17:46:49
5	bicycle? Like, are there bike lanes? Are there	17:46:53
6	shoulders? How do you get there from the greenway?	17:46:58
7	MR. WILSON: Greg?	17:47:07
8	Just to back me up, in case I said	17:47:07
9	something wrong, if I understand, Knoxville already	17:47:15
10	has the greenway running in this area now. Then,	17:47:17
11	with the development of the Cherokee Farms property,	17:47:21
12	I anticipate it connecting with hour project.	17:47:24
13	MR. GREEN: There's an underpass that's	17:47:30
14	here in the blue with the roundabout there.	17:47:31
15	There is an existing underpass right now	17:47:38
16	underneath Alcoa Highway. We plan on widening it in	17:47:41
17	each direction and maybe the people from Cherokee	17:47:46
18	Farms will go ahead and widen it all the way or	17:47:48
19	carry a trail all the way to the farm here.	17:47:51
20	And then coming this way, it will come	17:47:54
21	down, provide a sidewalk all the way down to the	17:47:57
22	roundabout there.	17:48:02
23	MR. HILL: So you would have to ride on	17:48:07
24	the sidewalk?	17:48:09
25	MR. GREEN: Well, we hope you -- most	17:48:12

1	people would not ride on the sidewalk, but the	17:48:14
2	underpass is -- I think it's a ten-by-ten underpass	17:48:17
3	that's under there right now; so you would be able	17:48:21
4	to access either side of the interchange from there.	17:48:24
5	But I don't know that we'll be carrying	17:48:27
6	a bike lane or anything onto the campus of the	17:48:29
7	hospital. It has not been requested.	17:48:34
8	MR. NAGI: Yes.	17:48:49
9	MS. ECKERT: I'm Holly Eckert. I reside	17:48:52
10	at 4641 Wye Way Lane and reside in one of the homes	17:48:54
11	to be taken.	17:49:01
12	But how -- can you show me how you will	17:49:03
13	access Wye Way Lane from Alcoa Highway? That's not	17:49:07
14	clear.	17:49:16
15	MR. WILSON: If you can meet with me	17:49:18
16	after the meeting, I can show you specifically. I	17:49:20
17	don't think this display shows it very well, but I	17:49:22
18	can show you how we will reroute the road onto	17:49:22
19	Woodson.	17:49:25
20	MS. ECKERT: Okay.	17:49:27
21	MR. WILSON: But it will utilize the	17:49:27
22	neighborhood to come out further to the east on the	17:49:27
23	highway, but I can point you out specifically how it	17:49:32
24	will be done.	17:49:33
25	MS. ECKERT: Okay. Do you still	17:49:35

1	envision a bluff? Even after you make the cut, will	17:49:38
2	there still be a bluff?	17:49:43
3	MR. WILSON: Most of -- the majority of	17:49:45
4	that rock we believe, during our investigation, is	17:49:45
5	very loose and not very stable. We are going to lay	17:49:47
6	it back. I don't know how much rock will remain.	17:49:51
7	We're still doing the geotech investigation now to	17:49:54
8	determine the best way of doing that.	17:49:54
9	I know as far as the vertical face now,	17:49:54
10	it will be layed back. As you know, we had that	17:50:01
11	rock slide a few years ago. We did some work with	17:50:03
12	it then. In order to really improve the safety and	17:50:07
13	prevent rock slides, we do need to lay it back.	17:50:10
14	MS. ECKERT: Okay. Thank you.	17:50:13
15	MR. BURR: I'm Gene Burr of 3621 Maloney	17:50:20
16	Road.	17:50:23
17	We would like to know if you have	17:50:26
18	determined this: How far you will go in providing a	17:50:30
19	base for landscaping that is to be done in	17:50:36
20	connection with the ramps and the roundabouts.	17:50:40
21	We're working -- since the City owns the	17:50:45
22	right-of-way, we're working with the City Public	17:50:49
23	Service Department in trying to establish some basis	17:50:52
24	for appropriate landscaping that meets your	17:50:56
25	standards in those areas because we're real	17:51:00

1	concerned about the impact of those interchanges and	17:51:03
2	the roundabouts on the adjoining neighborhoods. It	17:51:07
3	would be nice to know how far you intend to take	17:51:12
4	that.	17:51:15
5	For example, if those roundabouts will	17:51:16
6	be backfilled with topsoil and what the -- generally	17:51:18
7	what the areas -- how the areas will be treated that	17:51:22
8	are raw land at the present time between Woodson and	17:51:28
9	Maloney, if that is going to be seeded with	17:51:33
10	something like love grass or -- we would just kind	17:51:37
11	of like to have a basic idea of how far DOT is going	17:51:40
12	to go so we can work with the City in bridging the	17:51:46
13	gap.	17:51:50
14	MR. WILSON: It will be real similar to	17:51:52
15	what we're doing with the existing job. Right now,	17:51:54
16	I think we'll be putting topsoil or soil back in. I	17:51:57
17	think the City is going to do some irrigation, the	17:52:01
18	locals will. The same type of thing will probably	17:52:04
19	happen here. If the local community wants to do	17:52:07
20	some beautification, they'll be allowed to do that.	17:52:09
21	The big thing it has to do, it has to be	17:52:12
22	low growing in order to make sure it's safe. The	17:52:12
23	one thing you don't want to do is hinder people's	17:52:15
24	sight distance. But we certainly feel like we'll be	17:52:17
25	able to accomplish that and help with the character	17:52:19

1	of the community. That is our goal, as well.	17:52:21
2	As far as the upkeep of it, we will	17:52:24
3	probably enter into an agreement with a local	17:52:26
4	agency. We don't do real well with landscaping. We	17:52:27
5	mow. That's about it. Typically, we will enter	17:52:33
6	into landscaping agreements with local agencies.	17:52:33
7	They go in and they -- you know, we have gateway	17:52:36
8	signs and different things like that that we do so	17:52:40
9	they can do that.	17:52:43
10	That is probably similar to the	17:52:44
11	characteristics that we'll do here as we work	17:52:47
12	through this. We're early in the design process.	17:52:47
13	That the reason we're here is to get you-all's	17:52:50
14	input. That is a great thing to get in there now as	17:52:51
15	we get talking about it. The last one, we're kind	17:52:54
16	of working that out through the construction	17:52:58
17	process, but that's our goal.	17:53:00
18	MR. BURR: Thank you.	17:53:02
19	MR. NAGI: Next question?	17:53:06
20	Anyone else have a question for the	17:53:11
21	public question-and-answer session?	17:53:14
22	Okay. Well, thank you very much for	17:53:17
23	joining us. We're here until 7:00 to still answer	17:53:20
24	any questions you might have on a one-on-one basis.	17:53:23
25	Once again, you do have comment cards	17:53:28

1	that you can hand those into us tonight, if you	17:53:30
2	choose to do that.	17:53:30
3	We still have our court reporter that	17:53:30
4	will be present until 7:00 to get your comments on a	17:53:32
5	one-on-one basis and entered into the official	17:53:36
6	record.	17:53:40
7	Once again, we will have TDOT	17:53:41
8	representatives available throughout the room at the	17:53:43
9	different plans to answer any questions that you may	17:53:44
10	have.	17:53:45
11	Thank you very much for joining us. We	17:53:46
12	really appreciate it.	17:53:49
13	* * * *	
14	MS. FERGUSON: I'm Becky Ferguson. I	17:54:34
15	live at 2212 Woodson Drive.	17:54:36
16	I just wanted to kind of second the	17:54:38
17	motion of the comment about the landscaping and the	17:54:42
18	roundabouts. I think the entrance to Knox County	17:54:45
19	and Knoxville coming from the airport is so	17:54:49
20	important as a first impression to anyone and	17:54:54
21	everyone coming to Knoxville. And so I just	17:54:56
22	think -- and I thought his response was very good.	17:55:00
23	That is kind of a weak area as far as the planning	17:55:03
24	and not the most top priority, but I think that we	17:55:07
25	need to keep in mind how important this entrance to	17:55:12

1 Knoxville is to all people coming to Knoxville for 17:55:16
2 the first time and many times. 17:55:19
3 * * * *
4 MS. JUDY: I'm Rebecca, middle initial 17:55:54
5 A., last name is J-U-D-Y, like the female. I live 17:55:54
6 on Mt. Vernon Drive, 3309. 17:56:04
7 This construction has not been a good 17:56:08
8 thing for me at all. It has destroyed the entrance 17:56:11
9 to my lovely neighborhood; and so I'm not sure what 17:56:16
10 the advantages are going to be. They say safety. 17:56:20
11 My adage is: Roads don't kill people. People's 17:56:25
12 decisions kill people by making bad decisions. That 17:56:28
13 is not all the case, but generally. 17:56:35
14 I have lived out here since '71. I've 17:56:39
15 never had a problem. I may going home, but right 17:56:41
16 now, I had two teenage daughters that learned to 17:56:46
17 drive on this road. 17:56:51
18 So my point being is that I'm not as 17:56:52
19 supportive, a supporter of this massive 17:56:56
20 destruction -- not construction, destruction -- of a 17:56:59
21 beautiful area. You know, I don't know whether 17:57:03
22 there was any environmental assessment: what is it 17:57:07
23 going to do to other wildlife? 17:57:11
24 Just the whole atmosphere of the 17:57:14
25 neighborhood and this section of Alcoa Highway, 17:57:19

1	which was beautiful and I loved it, and now it's so	17:57:22
2	noisy, et cetera. Maybe I'm just living beyond my	17:57:30
3	preferred environment.	17:57:40
4	Anyway, I just wanted to let the people	17:57:43
5	know that not everybody is excited about this. We	17:57:45
6	need to spend a lot more money on helping people	17:57:49
7	control their speed and their decisions as opposed	17:57:53
8	to concreting everything over.	17:57:57
9	So there. Thank you.	17:57:59
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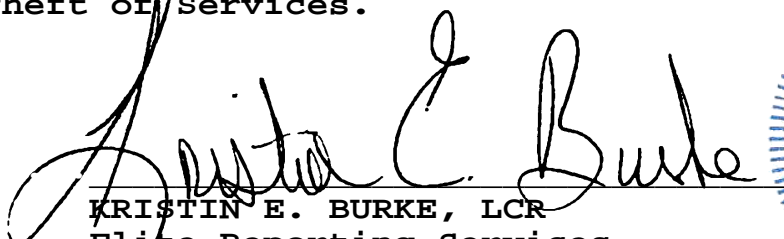
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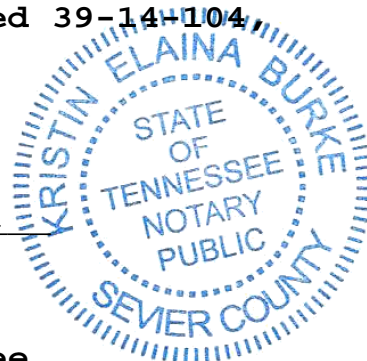
COUNTY OF SEVIER

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